



**APPROVED**  
**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, October 17, 2019**

**KIVA – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, AZ 85251**

**1. CALL TO ORDER**

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 5:16 p.m. Chair Graham shared his appreciation for Paul Basha's service to the City and wished him the best going forward.

**2. ROLL CALL**

**PRESENT:** Barry Graham, Chair  
Don Anderson  
George Ertel  
Michael Kuzel  
B. Kent Lall  
Mary Ann Miller

**ABSENT:** Pamela Iacovo, Vice Chair

**STAFF:** Dave Meinhart, Senior Transportation Planner  
Ratna Koropella, Principal Transit Planner  
Dan Worth, Executive Director, Public Works  
Phillip Kercher, Traffic Engineering and Operations Manager

**GUESTS:** Rachael Pearson, Experience Scottsdale  
Hanna Quinsey, Valley Metro  
Joseph Gregory, Valley Metro

### **3. PUBLIC COMMENT**

Chair invited public comments. Rachel Pearson, Experience Scottsdale invited Commissioners to attend the Behind the Scenes of Experience Scottsdale event on November 20th.

### **4. APPROVAL OF MINUTES**

Regular Meeting of the Transportation Commission – September 19, 2019

Chair invited comments on the minutes. Grammatical corrections were made.

COMMISSIONER ERTEL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON SEPTEMBER 19, 2019 AS AMENDED. COMMISSIONER ANDERSON SECONDED THE MOTION, WHICH CARRIED 4-0 WITH COMMISSIONERS ANDERSON, ERTEL, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES. CHAIR GRAHAM AND COMMISSIONER MILLER ABSTAINED.

### **5. DRIVING THE FUTURE OF TRANSPORTATION**

Joseph Gregory, Manager of Geographic Service Planning and GIS, Valley Metro and Hannah Quinsey, Planner III, Valley Metro, were present for this agenda item. Mr. Gregory stated that Valley Metro provides bus and train service in the Valley. They also operate RideChoice, paratransit and Community Solutions. There were 67 million rides on bus and light rail in 2018. There are 62 local bus routes, including 6 rapid and 14 express, 20 circulators and 1 rural route. There 28 miles of light rail. There are approximately a million paratransit or RideChoice trips per year for 20,000 seniors and those with disabilities. With fixed route transit, there are gaps in service. Valley Metro has been seeking innovative resources to provide wider service. As part of the solution, Valley Metro developed an app that provides all mobility solutions in one platform and one payment system. Beta tests are currently ongoing.

The RideChoice Program is an on-demand service for seniors and those with disabilities. The cost is \$3 for each trip up to 8 miles. Additional miles cost \$2 more per mile. Lyft and Uber are currently participating, with 80 percent of trips having been shifted from taxi service to rideshare service. This has resulted in better customer service and shorter wait times.

The federal government offered a grant for Valley Metro to look at integration of autonomous vehicles. Valley Metro entered into a partnership with Waymo in July of 2018. The two entities share many of the same core values, safety being foremost. Approximately 37,000 people are killed in auto accidents per year in the United States, with 94 percent due to human error. Any reduction in human error will save lives. Arizona is number one in fatalities in the United States. Unlike other autonomous vehicle companies, Waymo has been permitted to operate on public streets. They have over 10 million miles of activity on real-world road driving since 2009. A pilot program has been active, the first phases involving employees. Mr. Gregory was able to participate in phase one. It involves taking trips in the Waymo service area, consisting of the southeast Valley, portions of Gilbert, Chandler, Tempe and Mesa. Currently, the end points of four express routes are within the Waymo service area. Upcoming experimentations will explore how buses and Waymo cars can integrate more seamlessly. They will also look for barriers to entry.

The pilot has been opened up to selected RideChoice users. The 50 participants have so far taken approximately 200 trips. Participants are surveyed regarding concerns, perceptions and experience as riders in autonomous vehicles. In partnership with Valley Metro, ASU will study the data to analyze how this type of service can work with the Ride Choice Program.

In terms of innovation, Valley Metro is also exploring microtransit, a new technology that uses flexible, dynamic, demand-driven solutions. The user tells an app that he wants to be picked up and dropped off a certain place. The program is able to use this data to adjust routes according to the ride specifications of the user. This means that prescheduling of routes is not required but is dynamic on a moment to moment basis. This allows use of a smaller fleet, including minibuses, vans or golf carts. A pilot will begin in Glendale in January 2020. The pilot will only provide the technology, as Glendale is providing its own drivers, vehicles, maintenance and dispatch.

Commissioner inquired as to data privacy issues for users. Mr. Gregory stated that Waymo has very stringent data standards, as does Valley Metro.

In response to a Commissioner question, Mr. Gregory stated that in the future, there will likely continue to be a partnership between the private entities involved in developing the programs. Valley Metro may not necessarily always be providing all transportation services; however, they will always maintain a seat at the table. Ms. Quinsey added that these are research-based pilots with the intent to share with the industry and member cities. It is also important to involve the customer in terms of determining needs.

Commissioner shared an understanding that microtransit is for use in areas with no transit. Mr. Gregory stated this can be true, however, it is also useful in areas to connect users with transit systems.

Discussion ensued regarding the development of the app. Mr. Gregory stated that they are sensitive to the fact that people do not want to have to download separate apps for every function. Ms. Quinsey stated that the Pass to Go pilot app offers a mobile ticket. This is not currently offered by Valley Metro, but it is the direction of the industry going forward. The user can simply use their smartphone to purchase a mobile ticket and board the bus or train. Valley Metro is working with the City of Phoenix Public Transit Department on future electronic fare implementation, representing a complete overhaul of the fare system.

Chair took a moment to introduce new Commissioner Mary Ann Miller.

## **6. FUTURE CAPITAL IMPROVEMENT PLAN PROJECTS**

Dan Worth, Public Works Executive Director, stated that this is the beginning of a lengthy process. Currently, staff recommendations have been input into the database for the CIP development process. In the coming months, various Citywide staff review committees will review the projections and scope of proposed projects to ensure technical sufficiency. Another committee will review prioritization and make recommendations. All the input will go to the City Manager in December for his final recommendations. In January 2020, the findings will be presented to the Council CIP Subcommittee. He welcomed input and suggestions.

The first list of projects are those already in the CIP, having gone through the prioritization process last year. One of the projects, paving unpaved roads, was added when there was an

opportunity to assume a grant that the City of Phoenix indicated it would not be pursuing. Ultimately, Phoenix reversed course and decided they would pursue the grant, which means it will likely be removed from the existing Transportation projects for re-budget.

The second list includes ALCP projects for re-budget. There have been changes in the ALCP largely as a result of voter approval a one-tenth percent sales tax last fall. Adjustments to the list are still being made. MAG has moved its funding forward to match the City's anticipated timing for the projects. Some timing changes and update cost estimate changes are still being made.

The third list includes two projects for which budget adjustments are requested. These include:

- ITS/Signal System upgrades: Purpose is to fill in gaps in the fiber optic network and to complete video detection installation at intersections. The City has applied for three separate grants through MAG.
- Osborn: Scottsdale to Hayden: Purpose is for a complete street project for a segment of Osborn Road. There is a request for a budget increase of \$1 million.

The fourth list identifies the remaining projects that have been prioritized by staff for potential funding through Fiscal Years 21-25 CIP. Additional funding is requested for some projects in order to meet increased needs. In addition to requests for fifth year funding, they are also seeking an annual increase for: traffic signal construction, transit stop improvements, and trail improvements. This will address increased workload in these areas. Specifically, they request \$150,000 to \$200,000 per year annual increase in the individual Y accounts. Also requested is fifth year funding for the ADA Transition Plan implementation. The remaining projects were either on list last year and did not reach a prioritization for funding or are new projects altogether. A brief overview of projects was provided.

In response to a Commissioner question, Mr. Worth stated that the lists reflect adjustments to funding. The prioritization is loose, and the projects are basically listed in time sequence. Mr. Meinhart will provide a presentation to City Council on October 22nd with a Council action item on November 12th to approve the updates.

Chair asked whether the City can expect to receive all the matching funds it has requested of MAG for the ALCP. Mr. Worth stated that staff has been going through this process with MAG over the past few months. Dave Meinhart, Senior Transportation Planner, stated that all the funds MAG has identified for Scottsdale will be able to be matched by the City. The only outstanding issue would be if total revenue collections drop due to a recession. Mr. Worth commented that the numbers provided by the Treasurer's Office for sales tax revenues are looking positive.

Commissioner estimated the total cost of ALCP projects \$294 million, noting that some will come from the additional sales tax, and asked where the remainder will come from. Mr. Worth stated that some projects have significant grants from other sources. Other projects are budgeted to be funded with the two-tenths percent sales tax.

Commissioner Miller asked which way the underpass is going on the Indian Bend Wash at Chaparral project. Mr. Meinhart stated that it is north/south just east of Hayden Road. Commissioner Miller suggested looking at lengthening the right turn bay at the same time. Mr. Meinhart said the department is working on coordinating two separate projects at the location. They have to be kept separate, because the underpass project includes federal grant

funds. The extension of the turn bay does not. The turn bay project does not affect the east/west underpass. There is currently funding available in the CIP for the underpass, however the CIP does not currently include funding for the turn bay extension.

Commissioner Miller asked about the decision criteria for installing a roundabout. Mr. Worth noted that when City Council approved the current update to the Master Plan in 2016, this included a designation that roundabouts were a preferred solution for traffic control. As a result, roundabouts are being installed in conjunction with improvement projects. There are situations where right of way constraints and other barriers prevent this option. Phillip Kercher, Traffic Engineering and Operations Manager, noted the importance of having traffic volumes well distributed.

Commissioner referred to the list of projects recommended for budget adjustments and asked about the origination of the grant supplementing project number two. Mr. Worth stated that it is administered through MAG. Mr. Meinhart said that MAG has a program of grants under its Congestion Mitigation Air Quality Program. A portion is budgeted for ITS projects.

## **7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Mr. Worth discussed Mountain View Road improvements, which were designed to enhance traffic flow around Chaparral High School.

The Civic Center Plaza project is now completed, traffic reopening on October 11th. This includes new slurry seal surfacing.

For Active Transportation, Osborn Road complete streets will include completion of a gap in the bicycle network and enhancement of sidewalks. An open house was held at the end of September with the majority of the community supporting the project. There were a few strenuous objectors to the roundabout.

On the 68th Street project, neighborhood outreach was conducted. The project involved narrowing two roads in each direction in order to provide safe bike lanes and pedestrian mobility in the corridor.

The Safe Routes to School position is as a result of a grant to enhance safety around schools. The employee will provide coordination with the school district. Recruitment closes soon with a selection expected shortly.

The shared device report (rental bikes and scooters) has been completed as a result of a request from City Council. Compiled data comes from the company operators as well as police department violation and injury data. The report includes draft recommendations for ordinance changes. There will be an upcoming discussion with City Council to review the findings and recommendations.

The new Active Transportation map has been updated to reflect changes made last fall.

Bike lockers and a remodeled bike room were completed at One Civic Center.

Bus shelter improvements continue. Shelters are being added to accommodate new route changes implemented last year. Chair asked what a citizen should do if they see a homeless

person encamped at bus shelter. Mr. Worth said that this typically involves providing notice to the police department. He added that the seating provided at stops is intentionally designed to not be sleep-friendly. Ms. Koropella added that a dedicated staff member cleans the bus stops. When he encounters such an issue, he notifies the police department.

The transit program includes implementation of computer-aided dispatch automatic vehicle locating on trolleys. This will assist with the gathering of data. Commissioner Miller asked whether the public will have access to the data. Ratna Koropella, Principal Transit Planner, stated that there will be an app available, which will provide real time information on the location of the trolleys. However, passenger data information will not be available to the public.

Mr. Worth stated that staff will be presenting to Council on October 22nd in terms of the ALCP. The budget adjustments are scheduled for consent on November 12th.

Although it is not a City project, Mr. Worth gave a Pima Freeway construction update, showing photos of progress. Totally unrelated to this project, there will be resurfacing occurring this weekend between Shea and the 202. Southbound will be closed on Saturday. Hayden Road will be signed as the detour. Work northbound will occur on Sunday.

Commissioner stated that approximately a year ago, the question had been raised about guidance to trolley passengers by the driver. There had been discussion regarding acquiring a system to provide audio/visual announcements regarding station stops. Ms. Koropella stated that devices have been installed on some trolleys to announce approaching stops. However, not all trolleys have this capability. The Clever Device installation will include audible announcements. Mr. Worth added that drivers are required to announce stops in advance, as an ADA requirement. There has been mixed success in terms of enforcement. Ms. Koropella said that the contractor has been informed of the requirement and compliance checks are being performed.

Commissioner commented that the Department has historically provided a statistical catalogue of street capacity, volume and collision data on an every two-year basis and asked when this will be completed next. Mr. Kercher said staff are in the final days of completing the 2018 volume and inclusion manual. Copies can be made available to Commission members.

Commissioner asked for a status of reorganization and re-staffing of the department. Mr. Worth noted the Transportation Director position vacancy. The Transportation Planning and Transit Program Manager position is also vacant. Also vacant is the Director position for the Street Operations Department. The vacancies are seen as an opportunity to combine the two groups. This process will include reclassification of the three positions. Chair thanked Mr. Worth for the update.

## **8. PUBLIC COMMENT**

There were no public comments.

## **9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

Commissioner requested that when the statistical report on street capacity volume and collision data is complete, that this be added to an upcoming agenda for discussion.

Chair noted that upcoming agendas will include signal updates and MAG membership.

**10. ANNOUNCEMENTS**

There were no announcements.

**11. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Ertel and seconded by Commissioner Ertel, the meeting adjourned at 6:51 p.m.

AYES: Chair Graham, Commissioners Ertel, Anderson, Kuzel, Lall and Miller.

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**